

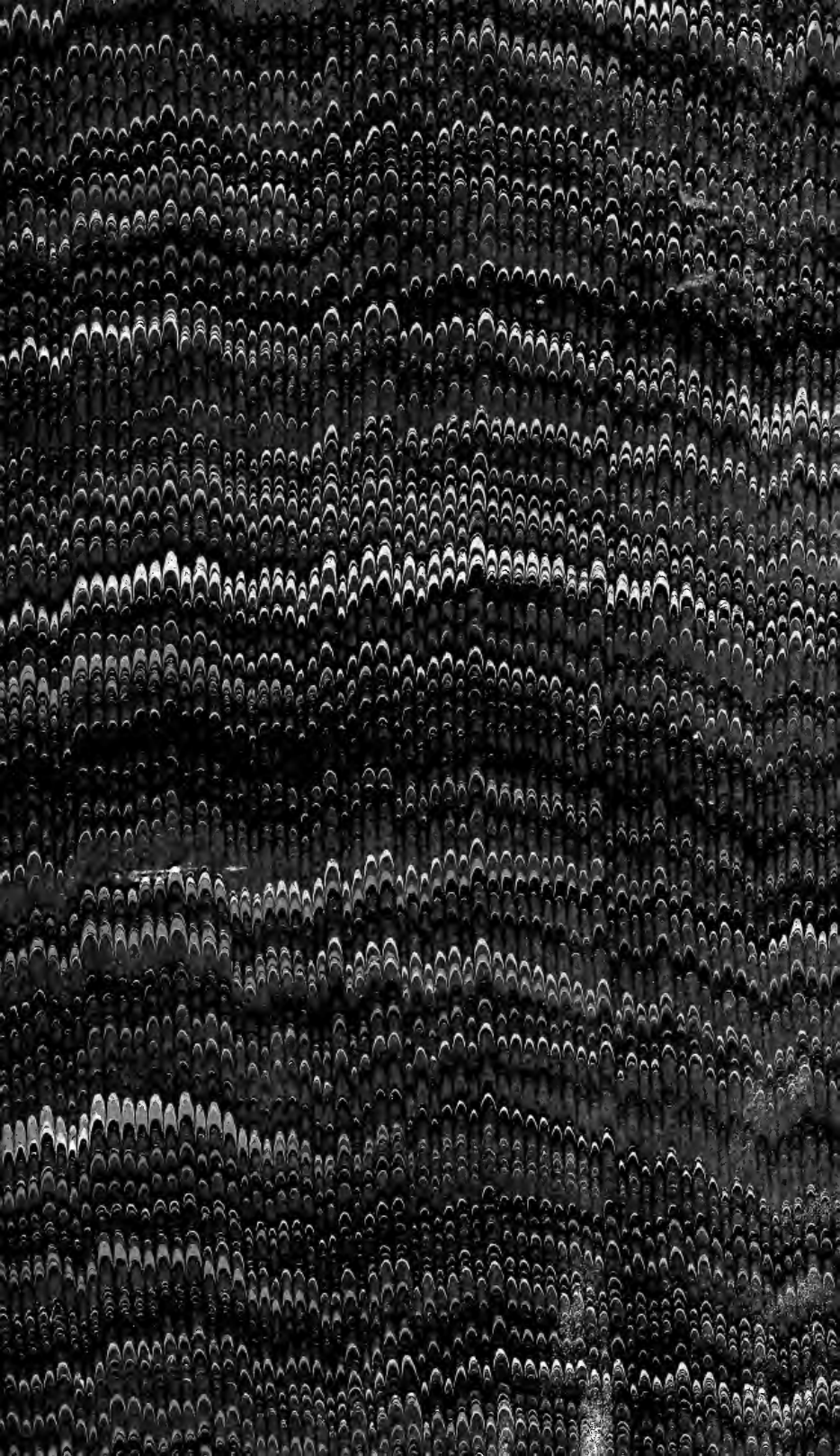
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UNITED STATES OF AMERICA.









✓
MILFORD HAVEN

AS A

Commercial Port and Harbor of Refuge,

ITS

NATIONAL IMPORTANCE,

ITS

CLAIMS AS A DÉPÔT FOR THE WESTERN MAILS
AND TERMINAL PORT TO THE RAILWAYS
OF GREAT BRITAIN.

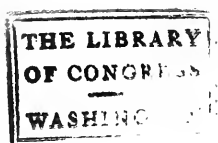
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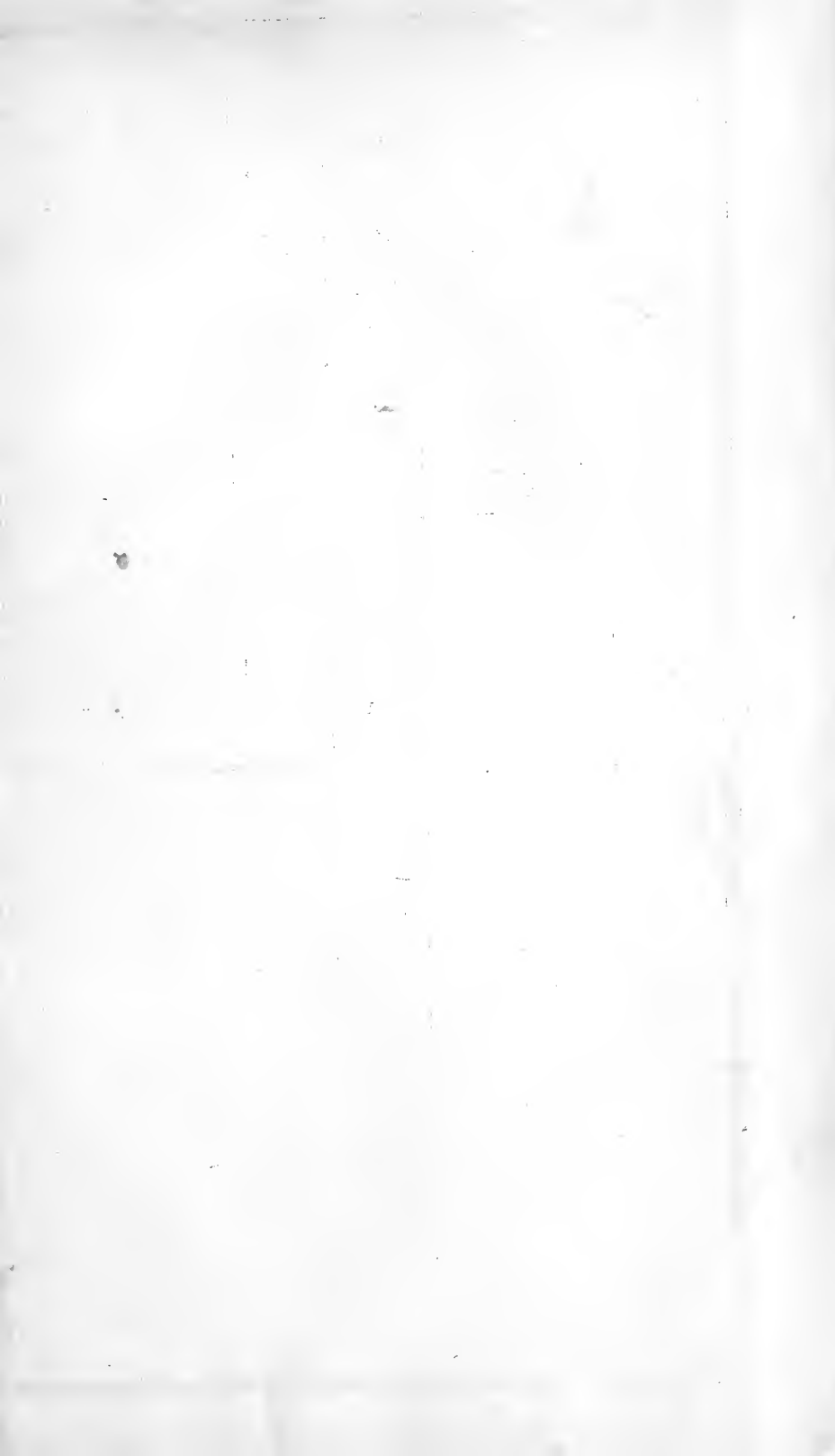
1873.



“How far is it
To this same biessed Milford? and, by the way,
Tell me how Wales was made so happy, as
To inherit such a Haven?”

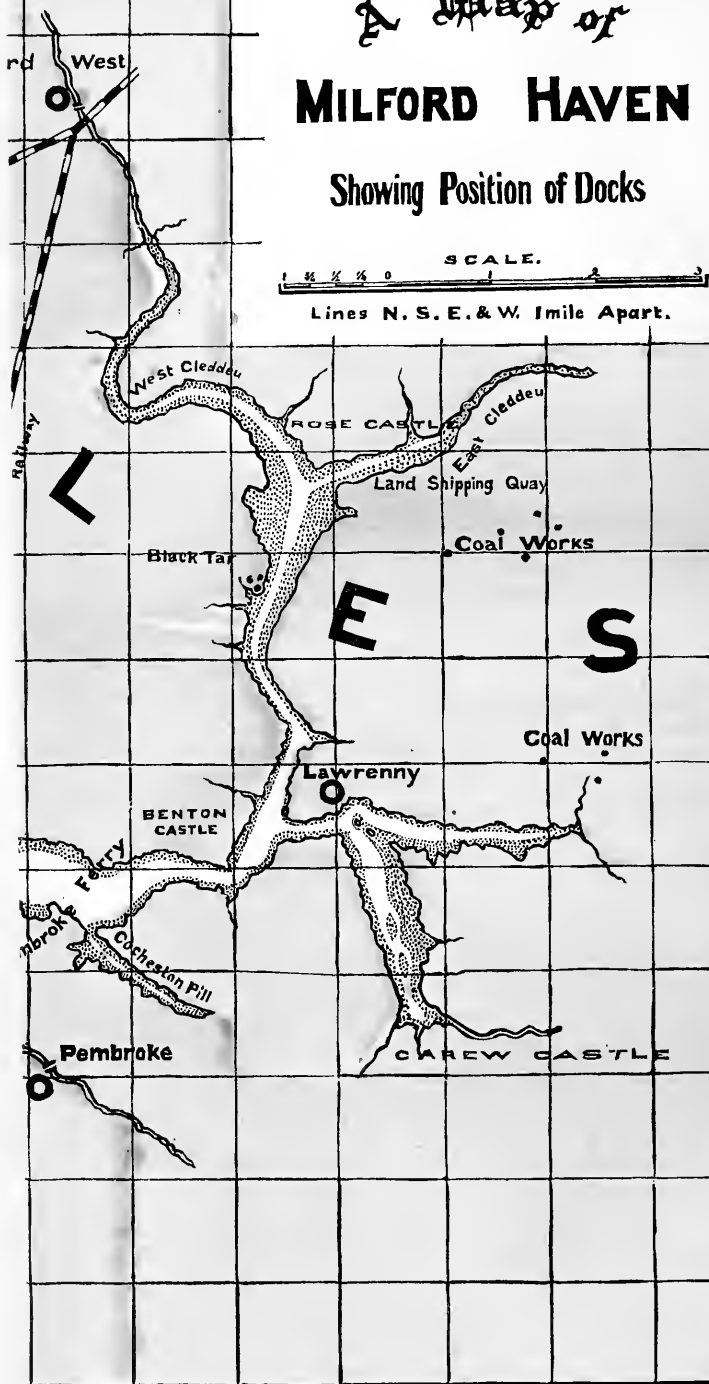
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A Map of MILFORD HAVEN

Showing Position of Docks



PREFACE.

THIS pamphlet lays no claim to originality ; it is merely a condensation from reliable sources of facts. It was written for three distinct objects :

1st. To awaken an interest that has been slumbering for years.

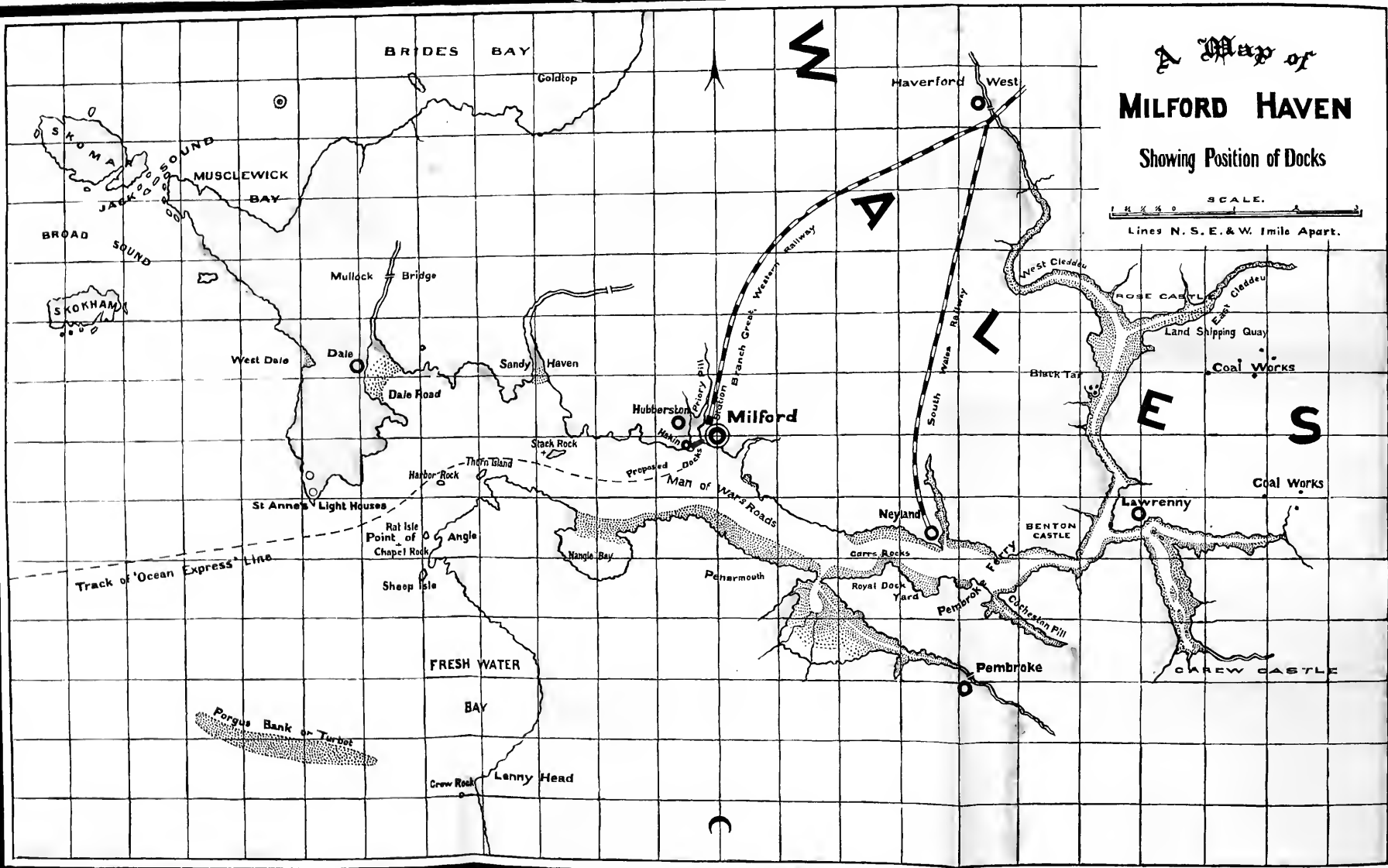
2d. To show many former advocates and friends of Milford that the operations of a lifetime can now be realized.

3d. To furnish facts to the sceptical, and set Milford's claims fairly before the public in a concise form.

A Map of MILFORD HAVEN

Showing Position of Docks

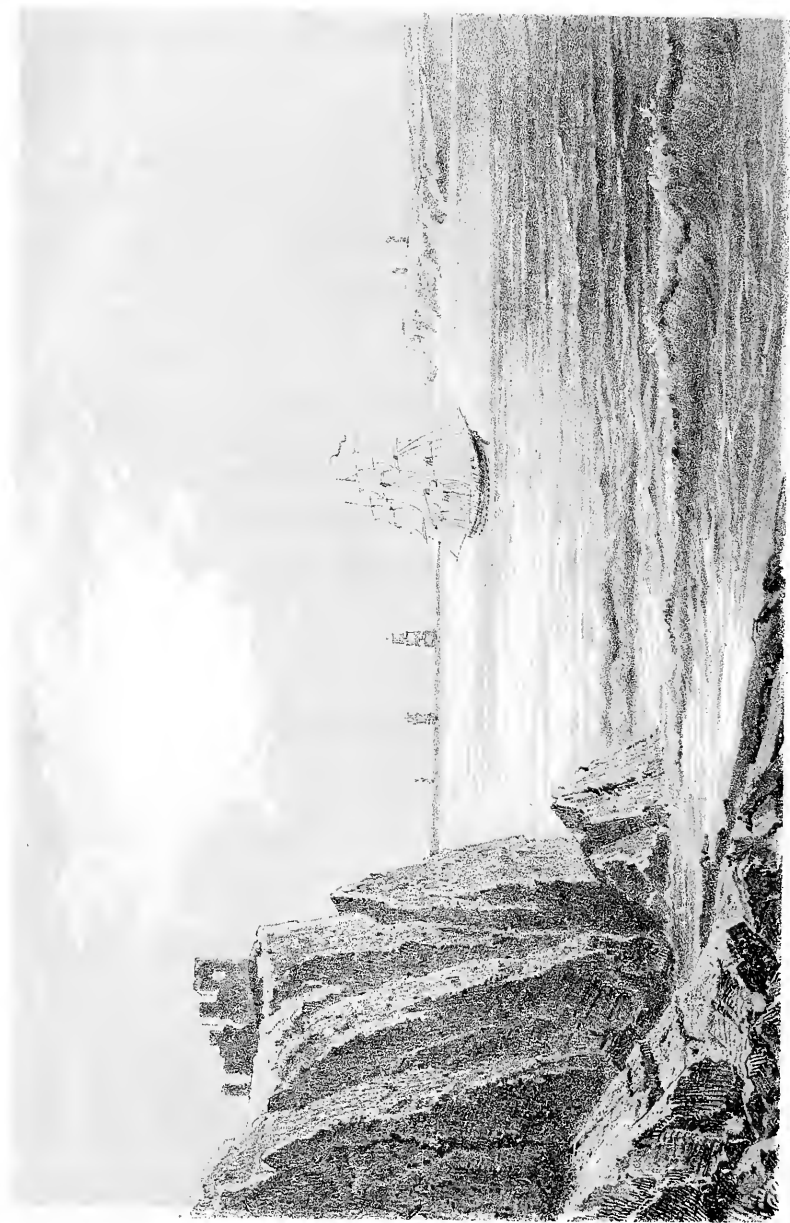
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MILFORD HAVEN.

GEOGRAPHICAL POSITION.

At the western extremity of Wales this celebrated Haven is situated. It breaks into the coast between St. Ann's Head and "the Point of Angle," and runs nearly twenty miles into the County of Pembroke. The entrance to the harbor is about a mile and a half wide, as shown in the frontispiece and map, and, as it is not entered from a bay or channel or line of coast, but directly from the sea, it can be run for at any hour of the day and night, and at any state of the tide without a pilot. It is 100 miles to the westward of Bristol, 212 from London, and 120 to the southward and westward of Liverpool. The southern bend of the coast acts as a natural breakwater to the harbor. Upon the north side are four "pills" or creeks flowing into the harbor at right angles; the tide runs freely up these pills, down which very little fresh water flows.

MILFORD.

This flourishing little town gives name to the Haven, and though of recent origin, contains several fine stone structures. It has a spacious hotel, custom house, market, Episcopal Church. Also places of worship belonging to the Baptists, Independents and Wesleyan Methodists, &c., &c. It is six miles from the entrance of the harbor, and lies upon the east side of "Priory Pill," upon the north side of the harbor. The village of Hakin lies upon the opposite side of the "Pill," and it is across the "Pill" at this point the proposed docks are to be built. The "Man of Wars' Road" is directly in front of the town and furnishes anchorage for the largest ves-

sels. The anchorage is so good that after a fresh blow from the southwest for two or three days, a ship wanting to leave the harbor, frequently heaves short about an hour and a half before high water, in order that the rising tide may assist her in purchasing her anchor. As a guarantee of this statement, the length of time the Quarantine establishment has remained at anchor without accident will be sufficient. The Great Western and South Wales Railways have termini here. The business of Milford is principally shipbuilding and the importation of timber. The Royal Dock Yards are upon the opposite side of the Haven, and from the fact of it being selected by the Government for the purpose of building and repairing vessels, proves that it has advantages which even the British Government can see.

HISTORICAL.

King Henry the 7th passed through Milford Haven to be crowned. Queen Elizabeth made it an object of concern. Shakespeare has immortalized it in his play of "Cymbeline." 'Tis to Milford he directs the escape of faithful lovers. At Milford he lays the plot for the destruction of an innocent victim. At Milford he lands and embarks his Ambassadors.

Milford he makes the rendezvous for foreign invaders, and the words he puts into the mouth of Imogen were very likely uttered by Elizabeth,

"How far is it

"To this same blessed Milford; and, by the way,

"Tell me how Wales was made so happy, as

"To inherit such a Haven?"

The following letter from the Bishop of St. Davids and the Justices of the County of Pembroke, to the

Lord Treasurer Burleigh, dated November 8th, 1595, was taken from the Sereina Burlighana, Vol. 79.

“ To the Right Honorable, our Very Good Lord, the Lord Burleigh, Lord High Treasurer of England, Right Honorable our Singlar Good Lord :

“ The bounden duty wee owe to Her Majesty, the conscience we have for safe guard of the whole realm, and the care that in nature and reason wee carry of this our own countrie, have emboldened us to offer this discourse unto yo’ Honor concerninge the saftie of them and us all.

“ It becometh us not to feare, neither do we doubt of the wise and grave consideration that yo’ Lep and the rest of the L.L’s of Her Majesty’s Moste Honorable Privye Counsaill, have had and still have for preservation of Her Majesty and the realm ; but yet fearing your want of due information touching the Estate of Myl forde Haven and the parts adjoining, it maie please you to understand that the Haven itself (being neither barred to hinder entrie nor to be embayed by any wyndes to let yssuing forth) is a sufficient harborough for an infinite number of ships, which Haven being once gotten by the enemy, may drawe on such fortifications of Pembroke Town and Castle with other places near unto them as infinite numbers of men, and great expense of treasure will hardylie in a long time remove the enemy, during which time Her Majestie shall lose a fertile countrie which yields Her Majestie c. xii lb. by yere and more in revenue paide to Her Majesty’s receiver, besides all other receipts, both temporal and Ecclesiastical, &c. Also it is to be remembered that the soyle nere the sd Haven yieldeth Corne in such aboundance as wolde suffice to mayntaigne a greate Army, and the Sea Coasts nere about it yeld great plenty of fishe. The Haven also

standeth very commodiously to receive victuals from Ffrannce, Brytanie or Spayne, all which things may be an occasion to move the enemy to affect that place before all others.

“Again the same is situate vii hours sayling of Waterforde and Wexforde in Ireland, so as if the enemy have an intention to invade Ireland (as by report we have harde he hath) his harborough in this Haven maie serve him to greate purpose.

“Furthermore being Lords as it were of these Seas by possessing this Haven, what sporte he may make along Severn or both sides, even to Bristoll may be easily conjectured. And if he (wh God forbid) should enjoye Brytanie withall, our English Merchants can have no trade wh will decrease Her Highness’s customs and decaie the Navy. If it be thought that he may be kept from landinge neither the force of men nor furniture here will serve the turne.

“And whereas the late Mr. Pawle Joye was sent hither to Survey the Haven, and to consider of fitt places for fortification, what report he hath made of his opinion we know not; but sure we are that his abode about that Service was verie short and his Survey very speedily despatched. Thus having, wee hope, discharged the duties of true and faithful subjects, wee humblie comyt yor good Lp and all yor grave Consuyles to the blessed protection and direction of Almighty God.

“From Carmarthen the 8th November 1595, yor Lps humble at Commandent.

ANTH. MENEVEN,
J. WOOTON,
GEORGE OWEN,
FRA MEYRICK,
G. ALBANE STEPNETH.

Oliver Cromwell was fully alive to the importance of Milford Haven. When he was appointed Commander-in-Chief of Ireland, he made it his place of rendezvous, and embarked 15.000 men here, and by the way of Milford he kept open his communication with England, receiving his supplies with great promptness.

In 1801, Nelson, who was on a visit to Sir William Hamilton, who then owned Milford, caught at a glance the immense natural advantages of Milford Haven. To the unerring eye of the great seaman it was evident he could sail out of the Haven with the wind from any point of the compass but six. He knew that the French fleets could sail from Brest and Rochefort, with winds which would not carry British ships out of the Channel, and he saw that not only could he get out to sea from Milford with any wind which would bring a French Fleet out of Brest or Rochefort, but also with some winds unavailable in those harbors. *Then* it was and *there* that he uttered his prophetic conviction of the inestimable advantage to his country concentrated in that magnificent Haven. Had Nelson lived it would now be the Liverpool of the world instead of merely being upon the point of emerging from the neglect that a hitherto unappreciative public has consigned it.

“The Ocean Express Steam Navigation Company” intend running their new steamships from Milford to Boston, and as their steamers are built upon a novel principle, with every known modern invention, the time of crossing the Atlantic will be reduced to six days and a-half from *dock to dock*.

From every quarter encouragement comes, and the Company feels justified in saying that Milford will rival Liverpool in ten years, and surpass it in twenty.

The prosperity of the town of Milford and Hakin, and

in fact of the whole county of Pembroke, is entirely dependent on the construction of docks upon the Haven ; and the principal inhabitants of the district have pledged themselves to co-operate in this undertaking which, having now become one of National importance and also of commercial advantage to the trade of the entire world, and as a harbor of refuge, the Company looks forward with confidence to highly remunerative returns for its most valuable enterprise.

SIZE OF MILFORD HAVEN.

The Haven is upwards of a mile wide as far as Milford, and nearly a mile wide for several miles further up. The Haven proper is about twenty miles long, having capacity beyond that of any harbor in the world. It is capable of allowing all the Navies of Europe to ride and swing at their anchors in safety, while its

DEPTH OF WATER

at the entrance of the Harbor is 9, 10 and 12 fathoms, and with water enough at *all* states of the tide to allow vessels to run up to Neyland (10 or 12 miles), or, in fact to a point 8 miles further up. There are 21 feet of water alongside the pontoons which are used for a quay at present, at low water. The Great Eastern was brought up the whole length of the Haven at low water, and moored close to the Railway Station, while the Channel Fleet was riding at anchor. Its fortifications, as shown in the accompanying photo-lithograph illustration, render it practically impregnable.

INGRESS AND EGRESS.

Milford Haven is so happily situated that a ship may go to sea with any wind from W. by N. round to S., and if the wind should fail her she would be fairly thrown to



sea by the strength of the tide alone. In making the Haven it moreover offers the advantage of a Channel on either hand, ensuring an offing should it be necessary to haul off the land.

When Green's ships were taken up by the Government at a great cost, expressly for sending out as quickly as possible a reinforcement of troops to China, after all was ready for sailing at Gravesend, from contrary winds the time that elapsed before they were clear of the Channel was nearly six weeks. Had they sailed from Milford Haven, it is fair to suppose that in such time they would have doubled the Cape of Good Hope ; and it must be remembered that by sailing from Milford a vessel might often reach the West Indies before those sailing from London or Liverpool would be clear of the Channel. The merchants of Great Britain, and the Underwriters are well aware of the delays, risks and losses of Channel navigation to which the trade of the ports of London, Bristol and Liverpool are so much exposed. To Milford these dangers are unknown. On leaving her more fortunate shores, vessels are quickly launched into the Atlantic Ocean, and clear of the dangerous cluster of the Scilly Islands, and the coast of Ireland ; they pursue the uninterrupted course to all parts of the Eastern and Western World. This fact has been forced upon the Directors of the Anglo-Australian Steam Navigation Company.

And I quote from their Prospectus, viz.: "In this country (England) Liverpool and Milford have been selected for their unrivalled position as regards the important item of coal, while at the latter port (connected by Railway communication with London, Liverpool, Birmingham, Sheffield, Manchester, Glasgow, and all the important manufacturing districts, as well as by

steam with Ireland,) offers great advantages as the port of departure and arrival, and by adopting it, a saving will be effected in the passage to Australia of 18 to 20 hours. The Great Western Railway Company have intimated their willingness to make special traffic arrangements which will ensure all traffic, whether of passengers or goods, conveyed by the Company's steamers, being carried on their several lines at rates which at present do not exist."

"With a view to assist in carrying these arrangements into effect, and as an earnest of their interest in the undertaking, the Great Western Railway Company have requested two of their Directors, Sir D. Gooch, Bart., M. P., and L. L. Dellwyn, Esq., M. P., F. S. A., to represent them on the Board of this Company."

I now insert a statement made by American Captains which speaks for Milford from this side of the Atlantic.

MILFORD HAVEN.

THE OPINIONS OF AMERICAN CAPTAINS TRADING TO LIVERPOOL
WITH VESSELS OF ONE THOUSAND TONS AND UPWARDS,
AND SPECIALLY UPON THE FOLLOWING POINTS.

Supposing Milford could be used instead of Liverpool and could be entered and left at all states and times of the tides with the largest vessels afloat :

1. What would be the average saving of time on the voyage from port to port?

At least six days in each passage is the very lowest rate—more frequently sixteen, nine months in the year.

2. What would be the time saved in docking of vessels, could the dock through neap tides at Milford?

Ships are detained at Liverpool a week at least on the average in each passage.

3. How many trips or voyages could a vessel make?

Lowest estimate in our opinion is one trip more per annum, that is, one passage each way, or one voyage.

4. What would be the saving in wages for a 1,000 tons vessel?

Including the Captain's pay, there will be a saving to a ship of 1,000 tons, and upwards of £60 at least each trip.

5. What would be the saving in steam tugs?

The saving, as far as our experience allows us to judge, is not less on the average than £50 per voyage in steam tugs and their expenses.

6. What would be the saving in value of provisions of such a vessel?

The provisions of a ship of 1,000 tons and upwards, will at the lowest calculation be £85 per month, and our savings will be in proportion to the difference of time between the ports as calculated.

7. What would be the saving in light dues, &c.?

Not having a scale, please refer to the Light Board, and see the number of lights between the two places that we would have to use.

8. Describe the risk of weather currents and collision which would be avoided?

The risks from weather currents and collision are so very great that it is impossible for us to say what would be the actual amount. In our opinion it is at least 40 per cent. more than going to Milford Haven.

9. What effect would avoiding such risk have upon insurance of ships and cargoes?

In our opinion, all regular packets, steamers and traders would be insured at least for one per cent. less on ship and cargo for Milford Haven.

10. On the average, how often do vessels of this size go north about, to and from Liverpool?

With American ships and regular traders, from our personal experience, we should say, on an average not more than one-tenth, and those only from necessity, having been drawn to leeward by the gales that prevail at least nine months of the year.

11. Does going north about get rid of these differences?

We say no, as it is most dangerous and difficult with such heavy ships, and such crews as we now get only increase the risk.

12. Would these advantages of Milford increase as the vessels increase in tonnage?

We say most decidedly, yes; and in our opinion, in a few years, it must be the grand depot for all steamers and large sailing ships that frequent this part of Great Britain. We are also of the opinion that it would be a saving of, not less than 10 per cent. on the average wear and tear of a ship for a year. The anxiety of a master of a large ship, after he leaves the meridian of Milford Haven to his arrival in this port (Liverpool) can only be appreciated by those who, like us, have experienced it for years. Secondly, the dangers and anxiety on the return to the meridian alluded to, during nine months in the year, with large ships are so great and so well known to all seafaring men engaged in this trade, that it is useless for us to make further comment on the subject.

<i>Signature of Master.</i>	<i>Vessels.</i>	<i>Port.</i>	<i>Ton- nage.</i>
John Elbridge,	Star of Empire,	Boston,	2,050
Albert Zerega,	Empire,	New York,	1,170
L. I. Briggs,	Empire State,	New York,	1,323
R. M. Dunlevy,	Wyoming,	Philadelphia,	1,007
John Woodward,	Star of the West,	New York,	-----
Archibald Forsyth,	George Law,	New York,	-----
James M. Bryer,	Isaac Webb,	New York,	1,443
C. Young,	Harvest Queen,	New York,	1,556
Charles Merryhew,	Roxious,	New York,	1,100
J. Drummond,	Benjamin Adams,	New York,	1,457
A. H. Knowles,	Chariot of Fame,	Boston,	-----
Samuel H. Holbrook,	-----	Boston,	-----
John Cruker,	C. A. Farwell,	Bath,	1,298
Everett Staples,	Jacob Badger,	Bath,	1,049
John H. Childs,	Compromise,	New York,	851
W. F. Pike,	Charles Sprague,	-----	-----
Charles H. Brooks,	Sharon,	Charlestown,	638
M. H. Lufkin,	Benjamin Thaxter,	-----	949
Robert Crockett,	J. Wakefield,	Boston,	1,268
James Lunt,	Therese,	-----	899
E. Dunn,	Nonpareil,	New York,	1,431
J. E. Hubbard,	London,	New York,	1,235
William Knapp,	Cornelia Lawrence,	New York,	1,474
William Masson,	Irene,	New York,	1,187
William R. Gardner,	Monarch of the Sea,	New York,	2,359

MAILS.

The following memorial to the Postmaster General explains this point :

COPY OF MEMORIAL

TO THE

POSTMASTER GENERAL

IN THE MATTER OF

THE WESTERN MAILS.

To the Right Honorable the Marquis of Hartington, Her Majesty's Postmaster General :

The Memorial of the Inhabitants of the Towns of Pembroke, Pembroke Dock, and Milford, and the remainder of the County of Pembroke, in Public Meeting Assembled,

SHEWETH, That, it is of the greatest importance to Her Majesty's Government, and to the public that communication with the Dominion of Canada, the United States of America, the West Indies, and the other portions of the Western Hemisphere, should be as expeditious and direct as possible.

That, it is also of importance that the Postal Service should be conducted with the greatest economy consistent with efficiency.

That, the former arrangements for the transit of the Western Mails have not been satisfactory, as is shown by the experiment now being conducted at Plymouth, and by the establishment of the late Galway Service.

That, it is the humble opinion of your Memorialists that no experiments should be considered conclusive, and no permanent arrangement made without a due consideration of the advantages presented by Milford

Haven as the port for the landing and shipment of these Mails and a fair trial of the same.

That, the advantages to which your Memorialists would draw your attention are, the saving of time, the decrease of expenditure, and the greater safety and certainty that would be obtained by its selection.

That, in support of these statements, your Memorialists would submit to your notice the following facts :

As to the saving of time, Mails from the West could be landed at Milford Haven four hours sooner than they would reach Holyhead, and without the necessity of landing, putting on the rail, taking off again, and re-shipping as at present. They would also reach Milford Haven *four hours* sooner than they would reach Plymouth, *eighteen hours* before they could reach Southampton, and at least *two* hours before they could be landed at Falmouth.

The time occupied in the conveyance of the mails from Holyhead to London is six and a half hours ; from Plymouth, nine hours ; from Southampton, three and a half hours ; and from Falmouth, would be at least nine hours ; while they could be delivered at Paddington seven hours after their landing at Milford Haven.

Adding together the saving in sea transit and the time occupied in conveyance by rail, we get the following results :

The Western mails, if landed at Milford Haven, would reach London three hours and a half sooner than they do when landed at Queenstown and sent on to Holyhead ; six hours sooner than those do which are landed at Plymouth ; fourteen and a half hours sooner than if landed at Southampton ; and four hours sooner than if landed at Falmouth.

If, on the other hand, the North mails are considered,

it may be similarly shown that if landed at Milford Haven, they could be delivered at Manchester or Birmingham within six hours; that is, two hours earlier than if landed at Queenstown, and eight to twelve hours sooner than if landed at Plymouth or Falmouth.

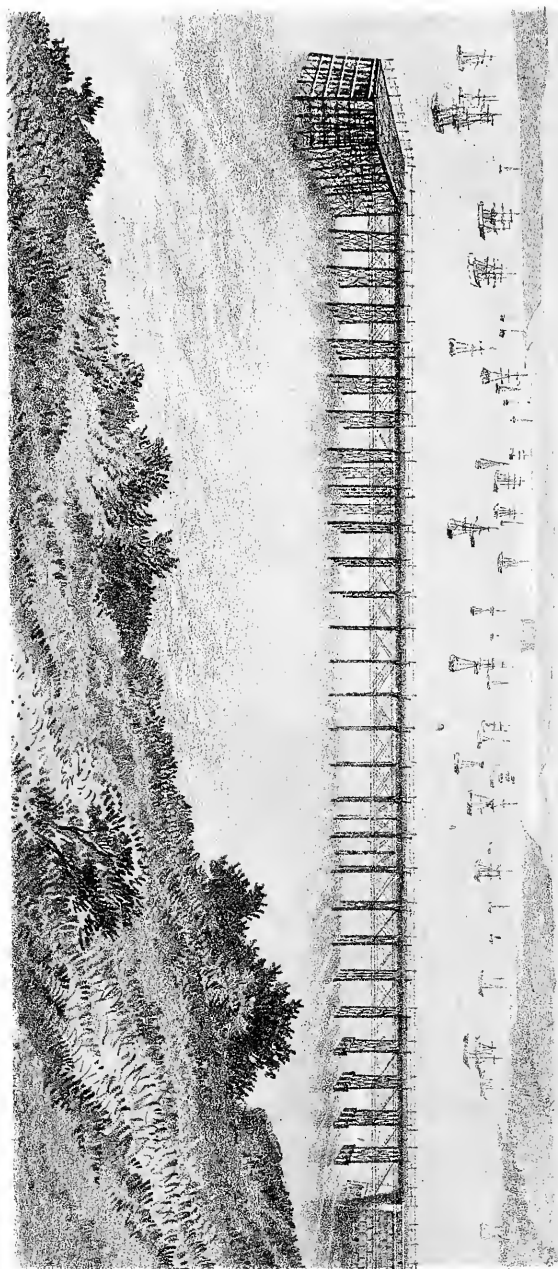
As to the decrease of expenditure. Coals are the most expensive item in the cost of steam communication, amounting to nearly the same sum as wages and provisions added together. They can be supplied at the deep water pier, at Milford Haven, at twelve shillings per ton; while they cost at Falmouth, Plymouth and Southampton from fifteen shillings to sixteen and sixpence, which gives a saving of three shillings to four shillings and sixpence per ton. This would amount, on a nine days' voyage—supposing two hundred tons per day to be consumed—to about four hundred pounds, or upwards. If Milford Haven be compared with Liverpool, a similar saving will be shown to be effected by the greatly diminished length of the voyage.

There would be a further saving of at least half the amount in Light Dues, Harbor Dues, and incidental expenses, by the selection of this port in place of the others mentioned; and probably also a decrease in the rate of insurance; making a total of about six hundred pounds.

Supposing the service to require one voyage per week, we thus obtain a decrease in the annual expenditure of about thirty thousand pounds; a large proportion of which would be saved by the Post Office authorities.

As to the facilities for shipping and landing mails in the harbor. A pier has recently been constructed on the north side of the Haven, as shown in the accompanying photo-lithograph, at which there are seventeen feet of water at the lowest spring tides, and at which steamers could consequently at all times be discharged; and the Great Western Railway has been

A vertical strip of a manuscript page, likely from a musical score. It features several staves with handwritten musical notation, including notes, rests, and clefs. The handwriting is in a historical style, possibly from the 16th or 17th century. There are some decorative flourishes and a small illustration of a figure at the top. The page is aged and shows some wear and tear.





extended to its extremity. There are also floating pontoons higher up the same side of the Haven, at which there is also always deep water, and which are connected with the other terminus of the Great Western Railway. On the south side of the Harbor there is a pier, the property of the Admiralty, at which the Irish mails were formerly landed; and the Pembroke and Tenby Railway Company, now in direct communication with the Northern districts, have obtained powers to construct another in its immediate neighborhood.

As to the ease and certainty with which the Harbor can be made and entered, at all times of tide and in all weather, your memorialists would state that no one of the steamers belonging to the Trinity Corporation, or the Companies who have selected the Harbor, has ever failed to enter or been delayed or injured in so doing.

They would advert, in further proof of these statements, to the fact that the *Great Eastern* on one occasion entered the harbor at dead low water, steamed its entire length, while the Channel Fleet was at anchor within. They would also with satisfaction remark that more recently H. M. S. *Inconstant* having become disabled off the Land's End, made the harbor's mouth, under the charge of Captain Moriarty, without any steering apparatus whatever, and remained there in security until arrangements could be made for bringing her to her moorings.

Finally, they would urge that the harbor is already strongly fortified, and is not only the nearest harbor for vessels coming from the West, but is also the most westerly point of that part of the country—a very important consideration, when it is remembered that in time of war innumerable light-armed swift cruisers would probably infest the channels.

Your memorialists, therefore, humbly solicit that you will be pleased to cause inquiry to be forthwith made as to the correctness of the statements herein submitted for your consideration, and on their verification cause arrangements to be made for an experimental landing at Milford Haven of such of the Western mails as are not fixed by existing contracts, and for the removing thither of such others as may be deemed expedient, when the occasion arises.

And your Memorialists will ever pray, &c., &c.

HARBOR OF REFUGE.

I quote the following passage from a prize essay written in 1867, by John Coke Fowler, Esq., for which the first prize was awarded at the National Eisteddfod, held at Carmarthen, 1867 :

“And yet if a foreigner or stranger happens to land at Milford, and surveys the extensive reach of these placid waters, and all the maritime advantages which they offer, how surprised must he be at the prospect? His eye strays over an inlet for the like of which we search the map of England in vain, and which most resembles a Norwegian Fiord in its long sinuous ramifications and surrounding country, and carrying vessels far inland. If stress of weather drives him for shelter within its friendly shores, he finds by experience that once inside St. Ann's, all the perils of the sea are left behind. But in the presence of all these advantages which nature has nowhere surpassed, he sees no signs of commerce, no ships alongside quays, no warehouses filled with foreign produce, no busy and prosperous population. In the Royal Dockyard indeed, the sound of the hammer and the hiss of steam may be

heard. But elsewhere, when the weather is fine the Haven is as silent as it is calm. If a stranger visits it in tempestuous weather, he may easily be deceived by appearances." (*Note the following particularly.*)

"The long reach of water is studded with vessels which run for safety, and come in picturesque procession, some with shattered rigging, some with torn sails to the inner parts of the Haven. At such a time it might be supposed that it was the resort of commercial fleets ; but the home of these casual visitors is in other ports and they depart without contributing anything to the prosperity of the neighborhood.

"With proper docks at Milford, the vessels that now are obliged to encounter the dangers of the Channel would load and unload in the Haven."

INSURANCE.

Upon this point I will quote from Mr. Fowler :

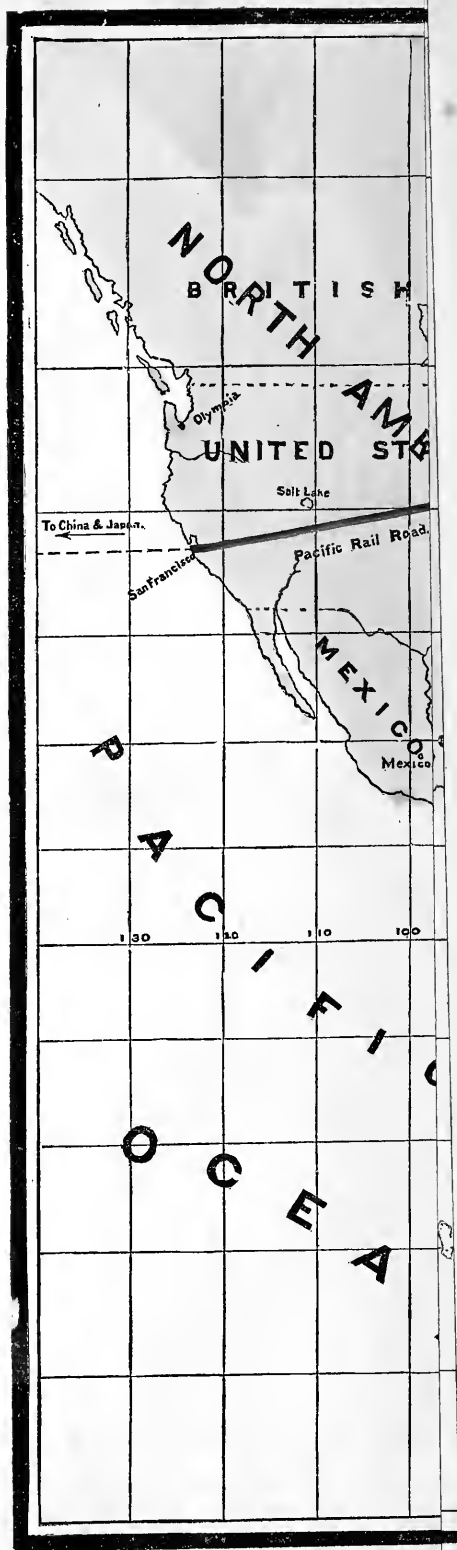
"In addition to the opinions of the American masters (quoted previously) I am able to state the opinion of an officer of great experience, who is the resident agent from Lloyd's at Milford, and Consular Agent for the United States and other countries. He says the American Captains are a long way under the mark when they state that there would be a reduction of one per cent. on insurance, as compared with Liverpool." "I would take," said he, "A vessel of large size from Milford Haven to New York at less insurance than from Liverpool to Milford." In fact, the facilities afforded by the Haven for running in during the prevalence of bad weather and for getting under weigh again are too well known to need further comment.

EMIGRATION.

The system of emigration has been placed under Government inspection, and while London, Londonderry, Glasgow, Liverpool, Greenock, Cork, Belfast, Limerick, Sligo and Dublin possess the proper officers to enforce the provisions of the Passengers Act, Wales has no officer, and emigrants from Wales (and they are numerous) are obliged to take a long land journey to reach either Bristol or Liverpool. But until *there are* ships to convey them to America, it would be useless to place an officer at Milford.

NATIONAL IMPORTANCE.

Should England be plunged into war, it is indispensably necessary to have a harbor for the mercantile fleet. It may be asserted that she has, but it cannot be with truth that she has one easily defended. Liverpool is a very difficult place to defend. It might have served in the days of the "wooden walls," but in these more modern times the formidable iron-clads could shell Liverpool, and get away with little risk, while at Milford the fleet could be anchored from 12 to 15 miles up the Haven, and with entire immunity from danger. Proper defences at the entrance of the Haven and others at the proper intervals to Thorn Island and the Stack Rock, where the great batteries are unavoidable, and the men of war in the Haven, assisted by fort after fort would very soon demolish the combined powers of the globe, and protect the shipping in the Haven. This is a matter, however, I do not take a very deep interest in, and only touch upon it to show how much more available Milford Haven is than Liverpool in time of war, as well as in time of peace.

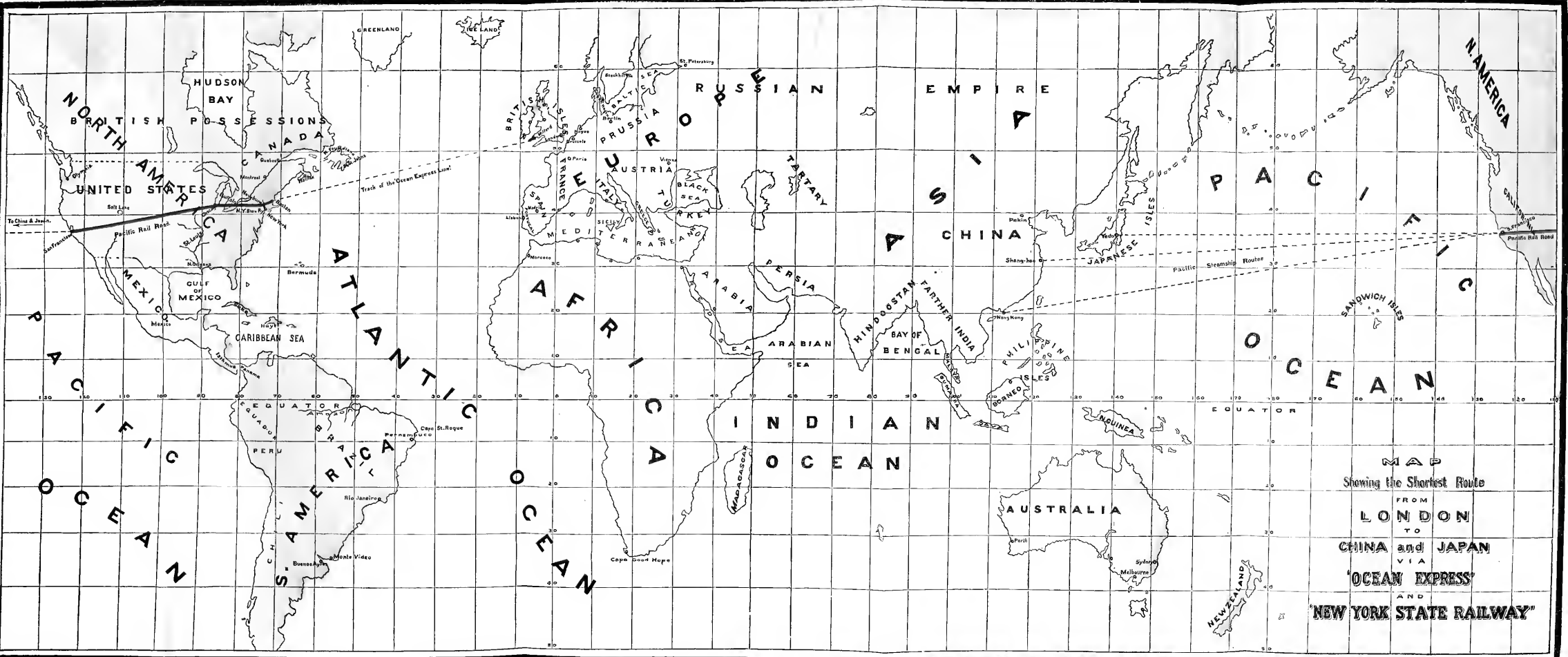


RAILWAYS.

The barrier to internal communication has been broken, and Milford is now in communication by rail with London, Manchester, Leeds, Birmingham, Sheffield, and all the great manufacturing towns of the Kingdom. Many of these routes are direct, but the one to Manchester is not. It is capable of modification. Now it is 250 miles from Milford to Manchester by rail, but by leaving the Great Western Railway at Carmarthen and proceeding to Pencadee, along the course of the River Tivy to Tregaron, Strata Florida and Llanidloes, there is a straight line to Chester, and thence to Manchester and every manufacturing town in the Northern manufacturing districts. This route, which was contemplated 25 years ago, reduces the distance from Milford to Manchester to 208 miles.

The Act that was obtained in 1860, incorporating the Manchester and Milford Railway, and which afterwards obtained powers to change the Main line at the Northern end, was to the detriment of Milford; but it is confidently asserted by practical men that this will be remedied inside of three years. Milford must become the termini of the leading Railway lines of Great Britain. The march may be slow, but it is sure, and has already commenced. In verification of this I refer to the establishment of the Anglo-Australian Steam Navigation Company's new line to Australia; the establishment of "The Ocean Express Line,"* whose route is shown on the accompanying map. This line will have the finest and largest freight and passage steamers in the world. They are to run twice a week from Milford Haven to New

* These steamers will cross the Atlantic in six days and a half, from dock to dock.



MAP
Showing the Shortest Route
FROM
LONDON
TO
CHINA and JAPAN
VIA
'OCEAN EXPRESS'
AND
'NEW YORK STATE RAILWAY'

York and Boston, connecting with the "New York State Railway," forming, with other connections, the shortest and cheapest route from China and Japan to London *via* Milford Haven. The opinions of practical men, the willingness of the Atlantic and Pacific Steamship Company to start their vessels from Milford, also the several American and Canadian shipping firms ; and last, though not least, the certainty of "The Milford Docks" being built by a very powerful and influential Corporation, called "The Milford Haven Dock Warehousing and Improvement Company," all point to the brilliant destiny of Milford as the shipping centre of the world, and particularly of the enormous traffic of the American trade to Europe.

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MILFORD HAVEN

AS A

Commercial Port and Harbor of Refuge,

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NATIONAL IMPORTANCE,

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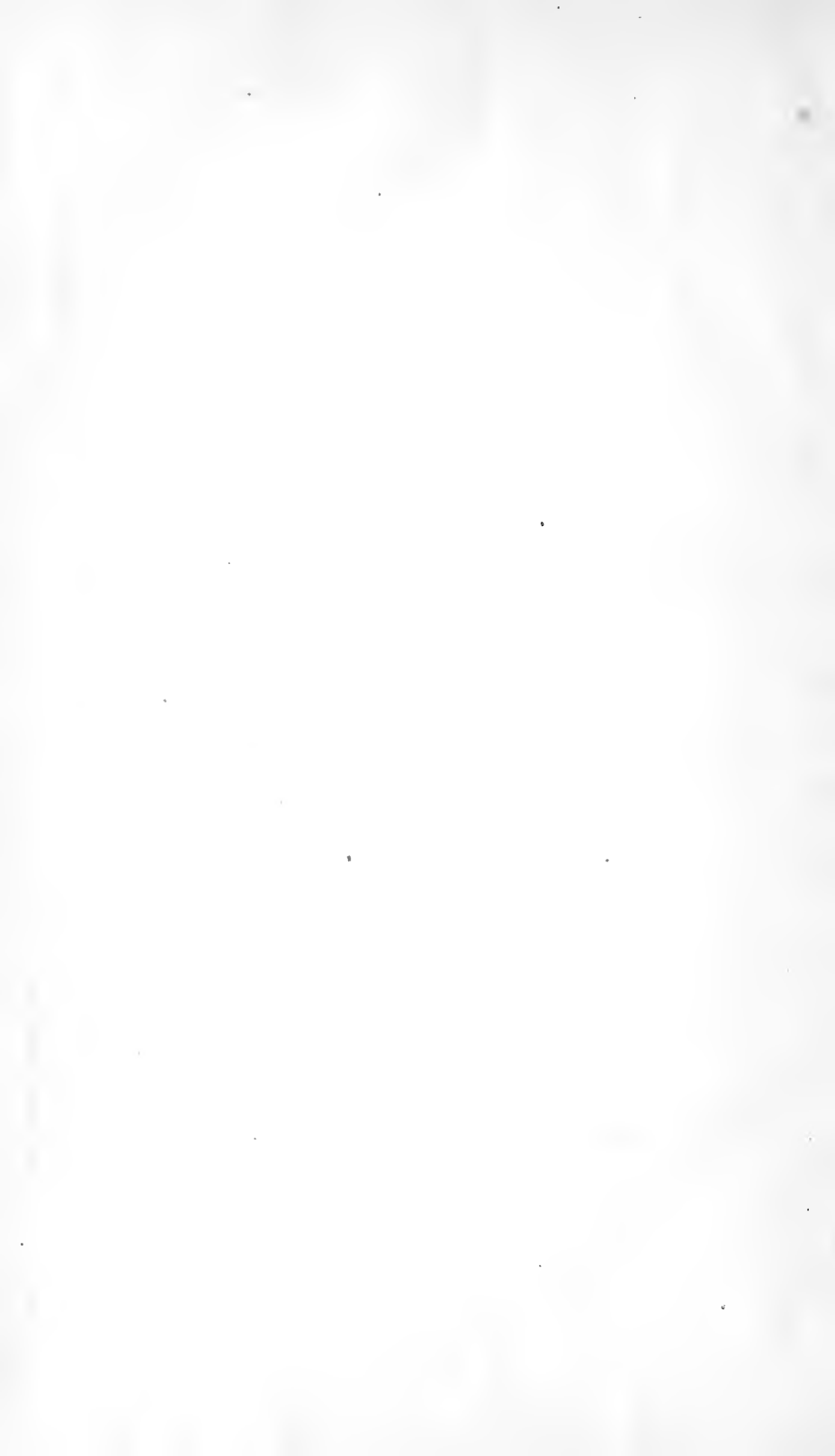
CLAIMS AS A DÉPÔT FOR THE WESTERN MAILS
AND TERMINAL PORT TO THE RAILWAYS
OF GREAT BRITAIN.

WITH MAPS AND ILLUSTRATIONS.

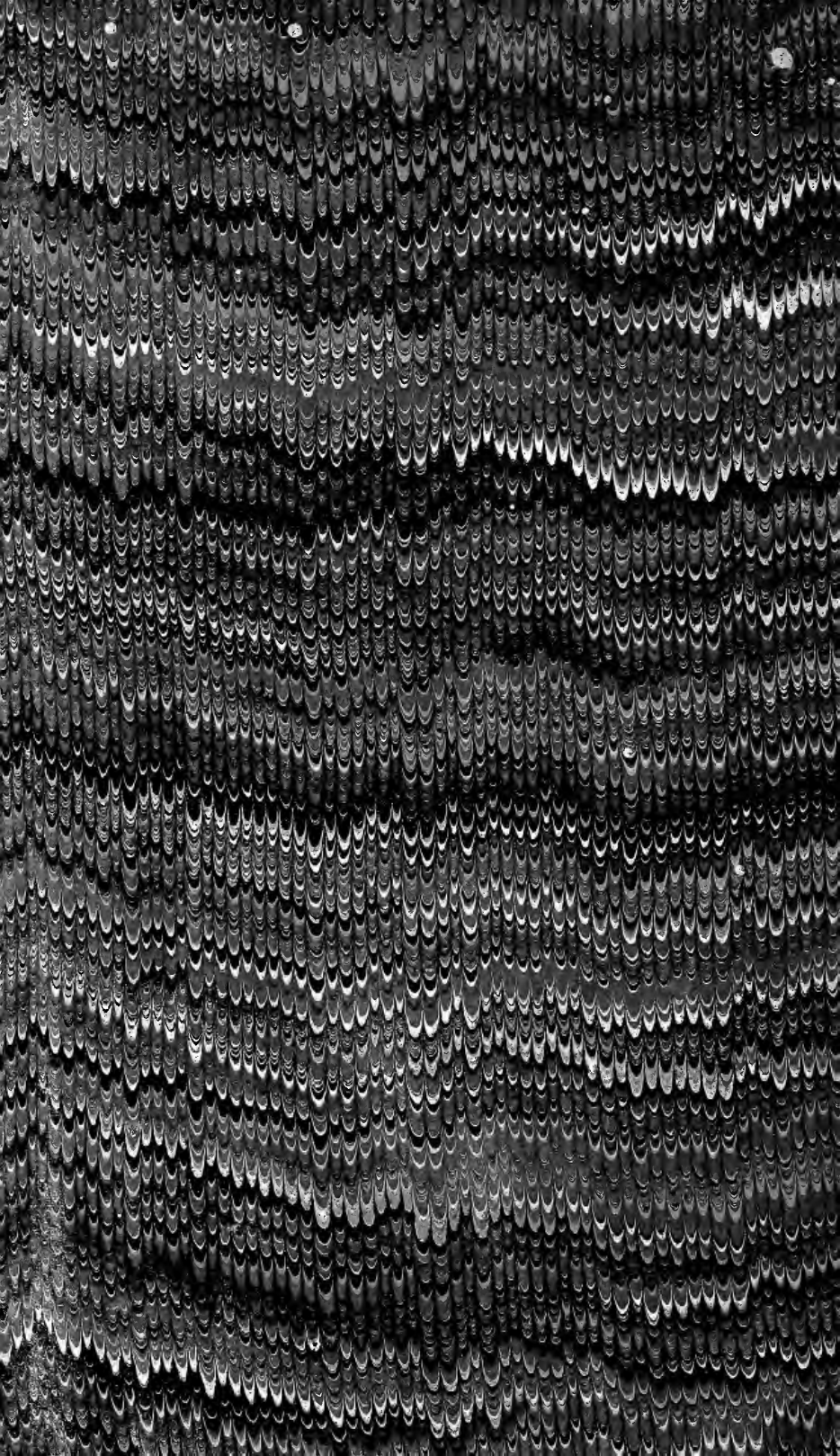
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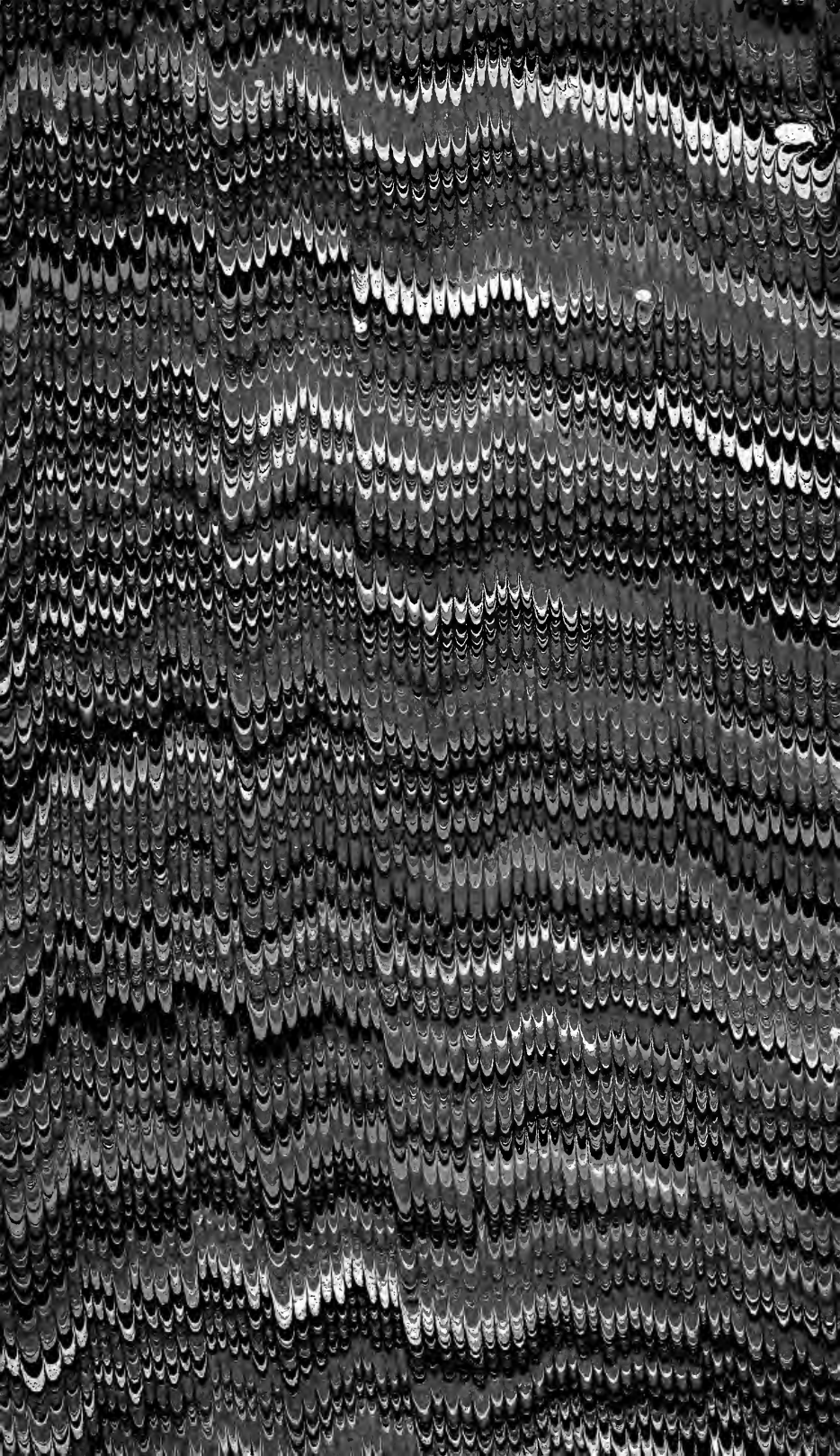
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